

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A Mmotor vehicle seat with
 - a pivotally mounted backrest which can be adjusted in its inclination and which has a front face serving to support the back of a seat user, and
 - a spring assembly with at least one elastic element with which the backrest is elastically pretensioned so that it has the tendency to pivot forwards and to bear with its front face against the back of the seat user,

whereby the incline of the backrest can be adjusted through the action of force on the front face thereon against the action of the a spring assembly,

~~characterised in that wherein~~

the spring assembly (~~D, L~~) engages on a gear element (4) which is coupled to the backrest (~~R~~) and which is associated with a locking device (~~S~~) with which the gear element (4) can be locked in different positions.

2. (Currently amended) The Mmotor vehicle seat according to claim 1, ~~characterised in that wherein~~ the backrest is locked in its relevant inclined position in the locked state of the locking device (~~S~~).

3. (Currently amended) The Mmotor vehicle seat according to claim 1 ~~or 2~~, ~~characterised in that wherein~~ the incline of the backrest (~~R~~) is adjustable in the unlocked state of the locking device (~~S~~).

4. (Currently amended) The Mmotor vehicle seat according to claim 3, ~~characterised in that wherein~~ the backrest (~~R~~) can be pivoted forwards under the action of the spring assembly (~~D, L~~) on the gear element (4).

5. (Currently amended) The Mmotor vehicle seat according to claim 3-or-4, characterised in that wherein the backrest (R) can be pivoted backwards under the action of a compression force on the front face (V) against the action of the spring assembly (D,L).

6. (Currently amended) The Mmotor vehicle seat according to one of the preceding claims claim 1, characterised in that wherein the gear element (4) is a constituent part of a gear assembly (2,4), more particularly a lever assembly through which the spring assembly (D,L) is coupled to the backrest (R).

7. (Currently amended) The Mmotor vehicle seat according to claim 6, characterised in that wherein the gear assembly (2,4) serves to translate a torque exerted by the spring assembly (D,L) on the gear element (4).

8. (Currently amended) The Mmotor vehicle seat according to one of the preceding claims claim 1, characterised in that wherein the gear element (4) is assigned a clutch (20, 21; 6, 100) by means of which the backrest (R) can be uncoupled from the gear element (4) so that the backrest (R) can be folded forwards towards the seat surface (F) of the motor vehicle seat without the gear element (4) being moved.

9. (Currently amended) The Mmotor vehicle seat according to claim 8, characterised in that wherein the backrest (R) during uncoupling from the gear element (4) is uncoupled from the spring assembly (D,L) so that this does not act on the backrest (R).

10. (Currently amended) The Mmotor vehicle seat according to one of the preceding claims claim 1, characterised in that wherein the gear element (4) is assigned a clutch (20, 21; 6, 100) by means of which the backrest (R) can be uncoupled from the gear element (4) so that the backrest (R) can be folded forwards towards the seat surface when the gear element (4) is locked by means of a locking device (5).

11. (Currently amended) The Mmotor vehicle seat according to one of the preceding claims claim 1, characterised in that wherein the pivotal axis of the backrest (R) in order to uncouple the

backrest (R) from the gear element (4) as the backrest (R) is folded forwards is moved along a predetermined path (20) which is preferably designed so that a reaction of the pivotal movement of the backrest (R) on the gear element (4) is prevented.

12. (Currently amended) The Mmotor vehicle seat according to claim 11, characterised in that wherein the path (20) is formed by a guide device in which the pivotal axis is guided to move left .

13. (Currently amended) The Mmotor vehicle seat according to one of the claims 8 to 10 claim 8, characterised in that wherein the gear element (4) can be brought out of engagement with the backrest (R) so that the gear element (4) is not in connection with the backrest (R).

14. (Currently amended) The Mmotor vehicle seat according to claim 13, characterised in that wherein the gear element (4) is mounted on a base plate (100) which is movable, more particularly pivotally, so that the gear element (4) moves out of engagement with the backrest (R).

15. (Currently amended) The Mmotor vehicle seat according to claim 14, characterised in that wherein the base plate (100) is pretensioned by means of a spring element (105) into one position.

16. (Currently amended) The Mmotor vehicle seat according to claim 14 or 15, characterised in that wherein the base plate (100) is assigned a locking lever (6) by means of which the base plate (100) can be locked in a position in which the gear element (4) engages with the backrest (R).

17. (Currently amended) The Mmotor vehicle seat according to one of claims 14 to 16 claim 14, characterised in that wherein the base plate (100) can be brought by actuation of the locking lever (6) into a position in which the gear element (4) is out of engagement with the backrest (R).

18. (Currently amended) The Mmotor vehicle seat according to one of claims 8 to 17 claim 8, characterised in that wherein locking means (3, 6) are provided by means of which the clutch

(20, 21; 6, 100) can be locked in a state in which the gear element (4) is coupled to the backrest (R).

19. (Currently amended) The Mmotor vehicle seat according to one of claims 8 to 18 claim 8, characterised in that wherein locking means (3, 6) are provided by means of which the clutch (20, 21; 6, 100) can be locked in a state in which the gear element (4) is uncoupled from the backrest (R).

20. (Currently amended) The Mmotor vehicle seat according to claim 11 or 12 and or claim 18 or 19, characterised in that wherein locking means are provided by which the clutch can be locked in a state in which the gear element is coupled to the backrest, and wherein the locking means (3) engage on the pivotal axis of the backrest (R) and prevent its movement along the path (20).

21. (Currently amended) The Mmotor vehicle seat according to claim 20, characterised in that wherein the locking means (3) are formed by a lever.

22. (Currently amended) The Mmotor vehicle seat according to claim 13 or 14 and or claim 18 or 19, characterised in that wherein locking means are provided by which the clutch can be locked in a state in which the gear element is coupled to the backrest, and wherein the locking means (6) engage on the base plate (100) in order to prevent the movement thereof.

23. (Currently amended) The Mmotor vehicle seat according to claim 22, characterised in that wherein the locking means (6) are formed by a lever guided in an oblong hole (102) of the base plate and pretensioned elastically towards the locked state.

24. (Currently amended) The Mmotor vehicle seat according to one of the preceding claims claim 1, characterised in that wherein the locking device (5) of the gear element (4) has a primary locking element (51) and a secondary locking element (52) whereby the primary locking element (51) in the locked state engages on the gear element (4) and the secondary locking element (52) blocks the primary locking element (51) in the locked state.

25. (Currently amended) The Mmotor vehicle seat according to ~~one of the preceding claims claim 1, characterised in that wherein~~ the gear element (4) is formed by a toothed segment lever (41).

26. (Currently amended) The Mmotor vehicle seat according to ~~one of the preceding claims claim 1, characterised in that wherein~~ the spring assembly (D, L) has a spring element which engages on the gear element (4).

27. (Currently amended) The Mmotor vehicle seat according to ~~one of the preceding claims claim 1, characterised in that wherein~~ the gear element (4) can be brought into engagement with the locking device (5) through toothed gearing (42).

28. (New) The motor vehicle seat according to claim 2, wherein the incline of the backrest is adjustable in the unlocked state of the locking device.

29. (New) The motor vehicle seat according to claim 4, wherein the backrest can be pivoted backwards under the action of a compression force on the front face against the action of the spring assembly.

30. (New) The motor vehicle seat according to claim 15, wherein the base plate is assigned a locking lever by which the base plate can be locked in a position in which the gear element engages with the backrest.

31. (New) The motor vehicle seat according to claim 11, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is uncoupled from the backrest, and wherein the locking means engage on the pivotal axis of the backrest and prevent its movement along the path.

32. (New) The motor vehicle seat according to claim 12, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is coupled to the backrest, and wherein the locking means engage on the pivotal axis of the backrest and prevent its movement along the path.

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33. (New) The motor vehicle seat according to claim 12, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is uncoupled from the backrest, and wherein the locking means engage on the pivotal axis of the backrest and prevent its movement along the path.

34. (New) The motor vehicle seat according to claim 13, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is uncoupled from the backrest, and wherein the locking means engage on the base plate in order to prevent the movement thereof.

35. (New) The motor vehicle seat according to claim 14, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is coupled to the backrest, and wherein the locking means engage on the base plate in order to prevent the movement thereof.

36. (New) The motor vehicle seat according to claim 14, wherein locking means are provided by which the clutch can be locked in a state in which the gear element is uncoupled from the backrest, and wherein the locking means engage on the base plate in order to prevent the movement thereof.